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TITLE: Control apparatus for drive system

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JP	06-091768	1994JP-06-091768	April 28, 1994
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REPRESENTATIVE-FIGURES: 1

ABSTRACT:

An FI/AT/MGECU in a control unit calculates an EV travel capable battery terminal discharge power which is the dischargeable power from a battery during EV travel

which is travel under the driving force from the motor, according to a state of charge of the battery and a vehicle travelling speed. Based on the calculated EV travel capable battery terminal discharge power and a predetermined limit value, an energy management charge-discharge required battery terminal power is calculated. Then an energy management charge-discharge required torque corresponding to the energy management charge-discharge required battery terminal power, that is the motor torque capable of being output, is calculated based on; a predetermined PDU-MOT overall efficiency efima which is the conversion efficiency of the electric power and the motive power between the power drive unit and the motor, a rotation frequency of the motor, and a predetermined torque limit value for protecting the motor.

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CIPS F02 B 39/02 20060101
CIPS F02 D 41/00 20060101
CIPS F02 D 41/04 20060101
CIPS F02 M 41/08 20060101
CIPS F02 M 51/06 20060101
CIPS F02 M 61/06 20060101
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CIPS F02 M 45/08 20060101
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CIPS F02 M 61/16 20060101

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US-CL-CURRENT: 701/103; 701/104

REPRESENTATIVE-FIGURES: 1

ABSTRACT:

A drive system composed of an engine and a transmission is controlled in accordance with a desired wheel toque corresponding to a position of an accelerator, and a present vehicle speed in such a way that a speed ratio of the transmission is determined in consideration with torque factors such as an air-fuel ratio on the engine side, thereby it possible to optimize the control in order to reduce the emission of exhaust substance such as NOx and to enhance the acceleration performance and the fuel economy.

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